

What to Expect With Pay Stations in the Central Waterfront Area

When will pay stations come to the central waterfront area?

The central waterfront area is one of the first areas in the city to receive pay stations. Installation will be seamless with no loss of on-street parking. In the weeks following installation, look for "meter greeters" on the sidewalks offering assistance to customers and visitors using the new pay stations.

What other changes can be expected?

On-street parking is important to the central waterfront area businesses and residents. When planning a trip to the central waterfront area, customers, delivery people and visitors often rely on their ability to find the right space that is available for the right amount of time. To make parking easier for all users, the installation of pay stations is a great opportunity to institute standardized parking layouts along most blocks.

Central Waterfront Timeline

	April	May	June	July
Community Outreach & Design				
Installation				
Meter Greeters				

How will businesses know if their block is changing?

Many blocks in the central waterfront area already have a standardized block layout with passenger and commercial zones located at either end of the block. Some parking areas under the Alaskan Way Viaduct are non-standard and will require additional planning and design work before installation. City staff will make efforts to contact affected block tenants directly to notify them about possible changes.

When will meter rates increase?

As part of the City's 2004 budget, the City Council approved a meter rate increase to \$1.50 per hour. The rate increase will begin at meters in the downtown in Spring 2004. As pay stations are installed in the central waterfront area, they will be installed at a rate of \$1.50 per hour and parking meter rates will increase at remaining single-space meters.

What is a standardized block face?

On a standardized block face:

- Load zones are placed at the ends of the block
- Paid parking spaces are grouped together
- Short-term spaces (15 and 30 minutes) are removed
- Bus zones, hours of paid parking and existing am and pm peak period restrictions remain unchanged

What are the benefits of a standardized block face?

Standardized parking layouts and simple signage make parking easier for customers, visitors and delivery people.

- Users know what to expect on each block
- With uniform time limits, there is a cleaner streetscape with fewer signs displayed on posts
- Visitors and customers can more easily understand how long they can park
- By grouping paid parking spaces, walking distances to pay stations are minimized
- By placing commercial and truck load zones at the beginning of each block, it is easier for trucks to park. This improves congestion by minimizing double-parking

Parking Pay Stations

New technology coming soon to many Seattle business districts

What is a pay station?

- Automated kiosk replacing multiple parking meters on a block
- Accepts credit/debit and smart cards, in addition to coins
- Provides customer receipts
- Allows customer to use unexpired time at another location
- Can communicate in English, Chinese and Spanish

When and where will they arrive?

- 500 kiosks are planned for installation in 2004 in highest-use areas in downtown and adjacent areas: Pioneer Square, waterfront, retail core, and financial district plus Broadway, Pike-Pine and First Hill business districts.
- New paid parking areas in 2004 at Chandler's Cove to complement area investments
- Plans for 2005 and 2006 will be developed at a later date, completing replacement of 9,000 existing parking meters



Customer using new pay station technology in Portland, Oregon

What are the benefits of pay stations?

- Improved customer convenience
- Better predictability for drivers with standardized parking layout and simple signage
- Greater reliability - less out of service time, better parking data
- Increased parking turnover



How will parking be affected?

- More parking turnover means more customers
- Fewer people seeking change for bills, as need to carry lots of coins disappears
- Enhanced streetscape and more sidewalk space
- Loading zones and short-term parking spaces may be retained where needed
- Seamless conversion with no loss of parking during construction
- Consultation with affected business districts before installation
- Merchant information materials and on-street "meter greeters" will ease transition for customers
- Future potential to support merchant validation programs
- On-street bike racks to replace lost "informal" parking at meters

What about the parking rate increase?

- Rates will be increased from \$1 to \$1.50 per hour for pay stations and electronic meters. This rate will still be much lower than off-street parking in downtown Seattle
- It will be the first increase in on-street parking rates in ten years and is consistent with inflation over that time

For more information about pay stations in the central waterfront area:
Contact Mary Catherine Snyder at 206-684-8110 or marycatherine.snyder@seattle.gov

The Central Waterfront boundary is Yesler Way to the south, Denny Way to the north, Western Ave. to the east and Elliott Bay to the west.

These photos show where the parking meters in the central waterfront will likely be converted to pay stations.



Southbound Alaskan Way at Clay St.



Eastbound Madison St. at Alaskan Way Viaduct



Northbound Alaskan Way at Pine St.

These photos show areas where installation will require additional technical work and installation may be delayed.



Parking meters under Pike Place Market



Parking area under Alaskan Way Viaduct north of the Pike Place Market is underused already.



Soundbound Alaskan Way Viaduct at Union St.



Northbound Alaskan Way Viaduct at Yesler Way